

Today and Tomorrow Last I wo Days of Jenkins Piano Co.'s

## Monster Removal Sale

This has been the greatest sacrifice in prices, and more good standard pianos have been sold during this sale-than any piano sale ever run in El Paso. More than seventy-five homes have been supplied with good standard pianos at less prices than the cheap thump-boxes, called pianos, usually sell at.

We still have about twenty-five of the very best pianos left, out of one hundred we had on our floor when our sale started. To those having use for a piano, remember today and tomorrow you can secure any piano on our floor at wholesale, and in some cases lesss than actual wholesale price. We are not reserving a single instrument. Every piano is marked down to the very lowest possible price. You will be the loser if you let this chance of a life time go by, to secure a first class piano at even less than the wholesale price delivered in your home, with stool and cover, tuned for one year, and bearing our iron-clad guarantee, "Pianos must be as represented or your money will be refunded." Terms of payment can be arranged to suit buyers. Remember Saturday is the last day. Store will be kept open evenings until 9:30 tonight and tomorrow night.

## Jenkins Piano Co.

The Big Piano House

Phone 2958

116-118 N. Stanton Street



#### Union Labor News

#### Modern Freight Trains Huge Affairs Compared to Trains of 25 Years Ago

That Cheerful Glow

of a luminous radiator warms like soft sunshine.

Just the thing for cool autumn days. Attaches to

any electric light socket. See display in the win-

Price \$6.00

El Paso Electric Railway Co.

Phone 2323.

dows of our office.

Electric Bldg.

among the railroads of 25 years ago and the railroads of the present day. It reads: "Twenty-five years ago 20,-

Constipation Impossible to be well. The foe to good

health. Correct at once. Ayer's Pills. One at bedtime. Sold for 60 years.

Tonnage Per Car Is Increased from 20,000
to 100,00 Pounds.

The Westinghouse Air Brake company has issued a statement comparing the tonnage and difference in the efficiency of service among the railroads of 25 years ago and the railroads of the present day.

\*\*The derailment on the G. H. & S. A.\*\*

\*\*Today Six location over the highest grades. Today six location was the great problem. Today adequate train control is a greater problem."

The derailment on the G. H. & S. A. railway, one-half mile west of Warwick, has been cleared up. There were it cars off the track and it took several hours of hard work for the wrecker crew to get them cleared up. The wrecker was at Sanderson at the time of the wreck, and considering the distance it had to go before it arrived at the derailment, the trains were not delayed an unnecessary time. It was extra 760 that went into the ditch. C. E. Darnall, regular through freight conductor for the G. H. at El Paso, was deadheaded to Valentine to relieve con-

ductor Shea, who was overtaken by the "15 hour service law."

J. C. Osteem, extra engineer of the western division of the El Paso & Southwestern system, has a temporary position at Hachita, N. M., as hostler and has left to take his new position.

F. A. McCullough, a through freight fireman of the G. H. at El Paso, is laying off on account of sickness and an extra fireman of the local list is filling his vacancy in through freight service between El Paso and Valentine.

The G., H. & S. A. are using "Blanco turns" pretty often now. They are in most cases run to relieve men to keep them from violating the "16 hour service law."

Texas & New Orleans water cars Nos.

them from violating the "16 hour service law."

Texps & New Orleans water cars Nos. 17151, 17207 and 17147 are in the local car shops for repairs. There are a number of box cars in the car shops at present being overhauled and also three G. H. cabooses.

J. M. Ritz, extra engineer for the G. H. at El Paso, is back on local extra list after having made a round trip in through freight service on engine 352, between El Paso and Valentine.

B. Blans, engineer for the Southern Pacific has been assigned to a through freight run between Tucson and Lordsburg, in regular engineer S. W. Mote's turn, who recently was placed on a better position at Tucson.

E.J. Schwartz, regular through freight engineer for the G. H., and C. M. Cunningham, a regular passenger engineer of the same company, have returned to El Paso from Houston, Texas, where they were sent on some important committee work.

B. E. Bee, an operator in the employ of the G. H. dispatchers' office at El Paso, has returned to the city after an extended vacation at different places in the north and east. Among some of

Paso, has returned to the city after an extended vacation at different places in the north and east. Among some of the places he visited were Chicago, Milwaukee and New Orleans. He has reported for duty, and was assigned to a "third trick" at El Paso.

C. E. Mavity, a regular through freight fireman of the eastern division of the El Paso & Scuthwestern, has taken a year's leave of absence. His turn on engine 168, with engineer Cunningham, is up for bids. Extra Cunningham, is up for bids. Extra fireman G. A. Norton, of the local extra list, caught this turn out and will hold it down for 10 days until a regu-

lar man is assigned.

C. C. Orr. extra fireman for the western division of the El Paso & Southwestern, is firing engine 62, with regular engineer Fred Kincald, for a few trips between El Paso and Hachita. The regular fireman is laying off off.

H. N. Carmer, regular passenger fire-

engine 272. Extrat fireman Herman Keith fired for him and was also placed on the slow board on his arrival.

W. W. Spaulding, extra engineer for the western division of the El Paso & Southwestern, is working in the El Paso ward service for a few days. He has charge of engine 405 and commences work daily at 8:30 a.m. J. H. Ritchley, regular yard engineer of the El Paso yard service of the west end switch engine of the El Paso &

### Rheumatic Pains **Promptly Disappear**

Relief Comes After Taking Few Doses of Croxone

It is needless to suffer with rheuma It is needess to suffer with rheuma-tism, and be all crippled up, and bent out of shape with its heart-wrenching pains, when you can avoid it. Rheumatism comes from weak, inac-tive kidneys, that fail to filter from the Rheumatism comes from weak, inactive kidneys, that fail to filter from the blood the poisenous waste matter and uric acid; and the only way to overcome it is to remove the cause.

Crowne does this because it neutralizes and dissolves the poisonous substances and uric acid that lodge in the joints and muscles, to scratch and irritate and cause rheumatism, and cleans out and strengthens the stopped up, inactive kidneys, so they can filter the poison from the blood, and drive it on and out of the system.

Crowne is a truly remarkable medicine for rheumatism, kidney troubles and bladden disorders. You will find it differs from other remedies. There is not how old you are, or how long you have suffered, it is practically impossible to take it without results. Relief follows the first few doses, and you will be surprised how quickly all misery and suffering will end.

An original package of Croxone costs but a triffe and all druggists are anthorized to sell it on a positive money-back guarantee. Three doses a day for a few days is often all that is ever needed to overcome the worst backache or urinary disorders.—Advertisement.

Southwestern, is taking a few days layoff and an extra engineer of the local list is filling his yacaney.

James Ross, eastern division fireman for the El Easo & Southwestern, at El Paso, has reported for duty, after a short layoff and dumped onto the night switch engine with engineer Frank Eschwig, displacing fireman Hamilton, who goes back on the local extra road firemen's list. Mr. Ross was recently bumped off the day switch engine.

A. A. Harvey, engineer for the eastern division of the El Paso & Southwestern, is making a round trip to Tucumcari. He took engine 272 light to that place, and will probably be deadheaded back to the city in passenger service. Extra fireman R. Ham-

senger service. Extra fireman R. Ham-

senger service. Extra fireman R. Hamilton is firing for him.

E. Pigler, fireman for the eastern division of the El Paso and Southwestern, is back on the local extra list after having been used for several round trips with engineer Ben Winters, on engine 131, between El Paso and Carrizozo, in regular local service. He was displaced by fireman W. G. Leggett. Neal Coleman, regular through freight fireman of the west end of the El Paso & Southwestern, is taking a few trips layoff, and an extra fireman of the extra list is filling his vacancy. "Grannie" Savis, regular engineer of the eastern division of the El Paso & Southwestern, is laying off for a few

M. L. Hull, extra engineer for the eastern division of the El Paso and Southwestern has taken a passenger run as fireman. He is new firing en-

run as fireman. He is new firing en-gine 136, displacing fireman E. A. Wells, who bumps the youngest man at present firing passenger. Engine 272 of the Southwestern has beel transferred to Tucumcari. Pas-senger engine 147 has arrived from Tucumcari and will be placed in the local back shops, where it will undergo a general overhauling. Passenger en-gine 149, has also arrived from Tucum-carl and will be overhauled at El Paso. Engineer W. C. Hudnall brought it into

the city.

E. A. Wells, a regular passenger fireman for the El Paso & Southwestern east end, who was bumped off engine 136, has bumped regular fireman Gordon Guna, off passenger service. Wells went out this morning on number 34. Gunn has bumped onto the day switch engine in the local yard service. He displaced fireman E. N. Robertson, who was placed on the local extra list.

L. O. King, extra engineer for the

was placed on the local extra list.

L. C. King, extra engineer for the eatsern division of the El Paso & Southwestern, is running the 7 celock day engine in the El Paso yard service for a few days.

The half and half yard engine of the western division of the El Paso & Southwestern in the local yard service, is up for bids from all western division firemen. It was recently vacated by regular fireman C. C. Crist, who has taken the extra list in preference. The oldest applicant will be assigned.

Bulletins of the eastern division of the El Paso & Southwestern announce that there are two vacancies for that there are two vacancies for through freight firemen between Tu-cumcari and Duran, in regular chain

gang service. The oldest applicants will be assigned. The new passenger depot of the El Paso & Southwestern at Tucson, was bened yesterday with the arrival of

Charlie Cotter, a blacksmith of the local blacksmith shops of the El Paso & Southwestern, was taken sick yesterday morning while at work. W. Gill, regular through freight en-gineer for the Southern Pacific, took 241's train out, of the city yesterday. G. H. McNamge is firing engine 2798

F. Hobien, regular passenger engineer for the G. H. between El Paso and Sanderson, has reported for duty, after a 30 days' vacation. He displaced engineer Henry Young, who goes back into through freight service between El Paso and Valentine. Henry Young will bump Andy Young, who will displace one of the other engineers.

J. W. Johnson, engineer for the G. H., has moved to 1123 East Nevada street, a home which he recently pur-

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Tell you what we'll do: We will make you an All-Wool Suit or Overcoat from your choice of any pattern you may select in our store. We will make it any style you want and guarantee an absolute perfect fit for

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Measure

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Men who walk a

Satisfy Why should you pay high prices for clothes that were made for no one in particular, when you can have clothes made to order and have the satisfaction of knowing they were made for you and you only?

Why not buy your clothes direct from the makers and save the middleman's rakeoff? Fifteen Dollar Clothes Made London Woolen Mills Famous

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217 SAN ANTOINO ST.

R. Rhodes, Manager.

service between El Paso and Lordsburg, on engine 2798, with regular engineer W. Gill.

on engine 2793, with regular engineer W. Gill.
George W. Tohus, extra engineer for the G. H., was used in the Ell Paso yard service yesterday on the 8 oclock job. Extra fireman Charlle Gillespie was used to fire for him.
J. A. Roddy, extra fireman for the G. H. at El Paso, was used in the yard service yesterday. He fired the 7 oclock engine, with regular engineer Tonhale Jackson.
H. H. Carroll, regular yard engineer for the G. H. at El Paso, has reported for duty, after a short layoff, and was placed on the night 5 oclock engine.
W. C. Henrich, extra fireman for the Southern Pacific, is making a round trip in through freight service between El Paso and Lordsburg on engine 2556, with engineer H. R. Vaughan, He took out No. 411's train yesterday.
W. N. McCreery, G. H. extra fireman at El Paso, was used with engineer C. H. Morris last night on the 8 p. m. job.

Alfred Liefeste, regular passenger iremon for the Southern Pacific be-ween El Paso and Lordsburg, is lay-ng off for a trip and regular through reight fireman J. M. Dorrance is fill-

in number 34.

A. B. Snyder, regular, helper and extra engine foreman for the G. H. yard service at El Paso, is taking a few shifts' layoff and an extra switch man is filling his vacancy.

T. G. Richmond, a regular switchman in the local yard service of the G. H., is laying off for a few days.

J. W. Geraid, regular engine foreman for the G. H., at El Paso, has reported for duty after a few days' layoff, and was placed on the night coach engine.

Jimmle Shea, extra passenger conductor of the G. H. at Sanderson, Texas, who was running in passenger service, has been dispinced by conductor H. M. Walters, of this city. Walters was sent from here and will bring this turn into this city. He is working between El Paso and Sanderson.

Charlie Cotter, a blacksmith of the local blacksmith shops of the El Paso.

& Southwestern, was taken sick yesterday morning while at work.

W. W. Rouse, extra brakeman for the W. W. Rouse, extra brakeman for the G. H., at El Paso, is making a round trip in through freight service between El Paso and Valentine.

Extra fireman J. M. Dorrance is filling his vacancy.

R. E. Johnson, extra engineer for the Southern Pacific at El Paso, is back on the local extra list, after having made a round trip in through freight service on engine 2717 between El Paso and Valentine on the local extra list, after having made a round trip in through freight service on engine 2717 between El Paso and Valentine on engine 2717 between El Paso, is making a round trip in through freight service on engine 2717 between El Paso, is making a round trip in through freight service on engine 2717 between El Paso, is making a round trip in through freight service on engine 2717 between El Paso, is making a round trip in through freight service on engine 2717 between El Paso, is making a round trip in through freight service on engine 2717 between El Paso, is making a round trip in through freight service on engine 2717 between El Paso, is making a round trip in through freight service on engine 2717 between El Paso, has

W. W. Rouse, extra brakeman for the Southern Pacific at El Paso, is laying Southern Pacific at El Paso, is laying off for a few shifts.

J. C. Savale, regular Southern Pacific passenger brakeman between El Paso and Tucson, is laying off for a few trips and regular through freight fireman Hunter is filling his vacancy.

A. G. Mast. regular brakeman for the Southern Pacific at El Paso, has reported for duty, after a short layoff.

Southern Pacific strakeman Burgess has reported for duty.

J. E. Schofield, boiler inspector for the G. H. & S. A. railway left on No. 10 yesterday for Del Rio, San Antonio and Eagle Pass.

G. F. Walker, freight conductor of the E. P. & S. W., is laying off for a short time.

R. E. Stinson, extra fireman for the Southern Pacific at El Paso, is back on the local extra list, after having made a round trip in through freight. San Marcial, N. M., for a few days.

great deal cannot afford to waste money upon poor shoe leather. A substantial, durable shoe can be bought for a reasonable amount,

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the McElwain name

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# H. N. Carmer, regular passenger fireman for the western division of the El Paso & Southwestern, on passenger runs 32 and 34, between El Paso and Douglas, is taking a few tribs' layoff. Extra fireman C. C. Crist, of the local slow board, was lined up for this turn at 8 p. m. last night. W. C. Hudnall, extra engineer for the eastern division of the El Paso & Southwestern, is back on the El Paso & Southwestern, is back on the local extra list, after having made a round trip in through freight service between El Paso and Carrizozo, on engine 177, with regular engineer E. T. Cody. W. H. Buttertaugh, extra fireman for the east end of the El Paso & Southwestern, is back on the local extra list, after having made a round trip in through freight service between El Paso and Carrizozo, on engine 177, with regular engineer E. T. Cody. W. H. Butterthaugh, engineer on the eastern division of the El Paso and Southwestern, is back on the local extra list, after having made a round trip in through freight to Gouncil to Give First of Its Monthly Dances Tonic Lise, W. R. Cashon, A. Deshaur Davenport, C. Deaton, J. J. Kna Lisenbe. C. A. McCarary, Joe No. P. Richards. A. Rodes, Tom Be Paso and Carrizozo, on engine 177, with regular monthly carra list, after having made a round trip in through freight to Gouncil to Give First of Its Monthly Dances Tonic the English connection of the El Paso and Southwestern. Is back on the El Paso and Carrizozo. On engine 177, with regular monthly characteristic at El Paso, is back on the Southwestern pascing at El Paso, is back on the Southwestern pascing at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascific at El Paso, is back on the southern Pascifi First of Its Monthly Dances Tonight

pices of the Building Trades ouncil, will be held tonight at the Building Trades' meeting hall, over 206 South El Paso street. The hall will be opened at 8 oclock sharp. The Knox, all union, orchestra will furnish the music. The committee of entertainment is J. H. Peckham, B. H. Kittridge, T. D. Chenoweth and John Butell.

The Boilermakers' union will hold its semi-monthly meeting tonight at the Central Labor Union hall No. 3, at 8 Central Labor Union hall No. 3, at 8 octock. W. Beeson is president and W. M. Parker is secretary.

Locomotive Firemen's local No. 564 held its regular semi-monthly meeting this afternoon at 2 p. m. at the Central Labor union, in hall No. 2. The officials of the union are Elmer Ellis, president, and A. H. Abbott, secretary. Electrical Workers union No. 585 will hold its regular weekly meeting tonight at 7:30, at the Central Labor union, in hall No. 2. A. R. Jones is president and will call the meeting to order. W. C. Allen is the secretary of the union.

tis. W. R. Cashon, A. Deshauriers, L. Davenport, C. Deaton, J. J. Kmapp, Joe Lisenbe, C. A. McCarary, Joe Nagle, W. P. Richards, A. Rodes, Tom Reynolds, R. M. Russell, R. Rose, Wm. Sergant, M. E. Strange, M. B. Samples, G. Thomure and D. N. Williams.

J. H. Cound, a member of the Carpenters' local, has arrived from Morenci, Ariz., where he had been working. He has taken a transfer card and left today for Fort Huachuca, Ariz., where he has a position working for the government.

where he has a position working for the government.

O. B. Moore is superintending the sheet metal work for the Acme Sheet Metal works of El Paso on the new mill building being erected at Phoenix. Ariz. Eight union sheet metal workers are assisting Mr. Moore at the work.

A. D. Kleyhauer, formerly a member of the local Barbers union, is now working at the trade in St. Louis and reports that he is progressing nicely and is the proud father of a newly born son.

and is the proud father of a newly born son.

F. T. Robison, a member of the local Sheet Metal Workers, has started the sheet metal work on the new Nagley flats, on East Arizona street.

J. B. Williams, president of the Carpenters' union, has been on the sick list for the past few days, suffering from an attack of grip.

C. W. Scott has resigned his position with the Acme Sheet Metal works and has a position with the H. Welsch company, on West Overland street. Mr. Scott is a union sheet metal worker.

G. A. Haling has completed the sheet metal work on the new five room bungalow for J. E. Neff, on River street, between Kansas and Stanton streets. Mr. Haling is a member of the Sheet Metal Workers union.

The tin roof being placed on the new five room hungalow, corner Hawthorne and Boulevard, is being done by C. Villegas, a member of the Sheet Metal Workers' local.

Fred Geringer, a member of the Barbers' local, who is in till health, receives a sick benefit from the union. He is spending a few weeks at Canton. Onlo, with the hope that a much needed

union, in hall No. 2. A. R. Jones is president and will call the meeting to order. W. C. Allen is the secretary of the union.

J. H. Jacoby, the newly elected president of the Electrical Workers' union, No. 583, will call the regular weekly meeting of the union to order tonight at 8 oclock at the Central Labor union, in hall No. 2. E. D. Davis is the secretary of the union.

The Sheet Metal Workers' union held its regular weekly meeting last night at the Building Trades council, over 206 South E. Peso street Sam Baynes, the president, called the meeting to order, and secretary C. W. Scott reported work good at the trade. F. T. Robison is recording secretary. Owing to the disagreeable weather the \*sitendance was not large. Members present were: E. A. Cady, vice president; J. A. Haling, Frank Woods, A. R. Brooks, Sam Gideo, G. H. Peckham, F. Please and G. G. Orkear.

The Barbers union held its semimonthly meeting last night at the Central Labor union, in hall No. 2, at 8 oclock, President Victor A. Lee presided over the meeting. Chas, Manning is secretary, and reported business at the trade rapidly improving. Important business was brought before the meeting, which was well attended. The members present were: V. A. Lee, J. L. Ourts, W. C. Manning, F. P. Tulano, F. E. Sheatzell, Roy Bullock, Tom Boyd, H. H. Clements, W. F. Cur-



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